

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUND.....
Dividend.....\$15,000,000
Silver.....\$17,450,000
RESERVE LIABILITIES OF PROPERTIES.....\$15,000,000

CHIEF MANAGER
S. H. DODWELL, Esq., Chairman.
Hon. Mr. D. L. Laidlaw, Esq., Deputy Chairman.
G. F. H. Laidlaw, Esq., J. A. P. Patten, Esq.,
C. J. G. Laidlaw, Esq., J. A. P. Patten, Esq.,
C. J. G. Laidlaw, Esq., J. A. P. Patten, Esq.,
C. J. G. Laidlaw, Esq., J. A. P. Patten, Esq.,

CHIEF MANAGER
Hongkong—N. J. STABBS.

MANAGER
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.

N. J. STABBS,
Chief Manager,
Hongkong, Jan. 8, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABBS,
Chief Manager,
Hongkong, July 1, 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUND.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager,
Hongkong, April 9, 1913.

THE MERCHANTS BANK OF INDIA, LIMITED

Authorised Capital.....2,500,000
Subscribed.....1,125,000
Paid-up.....562,500
Reserve Fund.....415,000

BANKERS
BANK OF ENGLAND.
LONDON MONEY MARKET, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager,
Hongkong, July 1, 1913.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL.....Yen 40,000,000.00
PAID-UP CAPITAL.....30,000,000.00
RESERVE FUND.....18,500,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AS

AMSTERDAM, LONDON, LYONS, MANILA, NEW YORK, SHANGHAI, SINGAPORE, SOERABAYA, YOKOHAMA.

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BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NEDERLANDSche TRADING SOCIETY).
ESTABLISHED 1834.

AUTHORISED CAPITAL.....£60,000,000.00
PAID-UP CAPITAL.....£45,000,000.00
RESERVE FUND.....£15,000,000.00

CHIEF MANAGER
S. H. DODWELL, Esq., Chairman.
Hon. Mr. D. L. Laidlaw, Esq., Deputy Chairman.
G. F. H. Laidlaw, Esq., J. A. P. Patten, Esq.,
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Nerve Strain—

Mr. B. C. HUCKS (the well-known Flying Man), of 5, Queen's Gate Terrace, London, England, writes:—"I really must express my appreciation of Phosferine. Some time back I felt myself in a curious state of nervous tension, brought on, no doubt, by the severe strain caused by flying under all sorts of weather conditions for the *Daily Mail* tour. I had an idea that my nerves were becoming shaken. I was advised to try Phosferine, and was quite astonished at the beneficial effect produced by even the first few doses. I am now feeling more 'fit' than ever and ready to start upon a season's flying that promises to be considerably more arduous than the last."

No other medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

CAUTION

There is only one Phosferine—beware of illegal imitations—do not be misled by *Phosph This* or *Phosph That*, but get

PHOSFERINE

THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—
The Royal Family, H.M. the Queen of Spain, H.M. the Empress of Russia, H.M. the late King of Greece, H.M. the King of Spain, H.M. the Queen of Roumania, etc.

Prices in Great Britain: 1/11, 2/6, & 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/11 size.

PREPARED BY: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, E.C.4.

SHIPS AND SHIPPING.

(Continued from page 3).

A CORNISH RECORD.

Dealing the other day with the earnings of a number of cargo-boat companies, a well-known shipping newspaper arrived at the conclusion that the average return to the shareholders over a period of ten years was only 4.78 per cent., and that they would have been far better off had they invested their money in securities paying a safe 4 or 5 per cent. But there must be a lot of money earned in a quiet way in connection with steam shipping which does not come into a computation of this description. There are the single-ship companies, for instance. At the port of Truro, for example, there is a bunch of eighteen such companies controlled by Mr. Richard B. Chelwell, a veteran cargo-boat owner, now in his 80th year. A little while back, when Mr. Chelwell was presented with a handsome piece of plate in commemoration of his thirty years of successful steamship management, he gave some interesting details.

The steamship Duke of Cornwall, built twenty-five years ago, cost, he said, £18,500, and up to date has paid in dividends £24,125, or an average return of the original capital every eight years. The Pandemonia, sixteen and a half years old, cost £23,500, and has paid £27,375 in dividends—again an average return of the original capital every eight years. The Pandora, seven and a half years old, and costing £24,000, has returned in dividends £28,500—a still better result. Such figures may be exceptional, but they at least suggest the possibilities of well-managed tramp shipping. It is Mr. Chelwell's boat that he pays for his ships before they leave the builders' yard, that he has no mortgages on them, and that during their years' trading he has never had an overdrawn banking account. It is interesting to add that the first steamer built for this owner thirty years ago is still running under the Swedish flag.

ALLAN LINE PLANS.

Needless to say, the Allan Line's new quadruple-screw turbine steamers *Albatross* and *Calcutta* will be put on the Liverpool-St. Lawrence route. The *Albatross* is scheduled to leave Liverpool on her maiden voyage on Jan. 17, and the *Calcutta* on Feb. 28. These two vessels, along with the Victorian and Virginian, the first turbine-driven steamers on the North Atlantic, will carry the mail.

The Cornish will be placed permanently in the Glasgow service, and will take only second-cabin and third-class passengers. The Glasgow-Boston service will be improved by the transference of the *Proctor* from the Montreal route. The *Tunisian* will sail from London instead of from Liverpool, with only one class of cabin passengers, and in conjunction with four other Allan liners will maintain a service between the Thames and the West. These steamers will make periodical calls at Plymouth during the busy season.

SHIPPING NEWS.

It is a notable fact that during the past years not a single sailing-ship of any dimensions has been built in this country. Not only, however, do we refuse to replenish our sea fleet, but we have disposed of so large a part of it to foreigners that its importance is today painfully reduced. These sales were in many cases made when shipping was at a low ebb, and prices were very cheap. Some of the foreigners who purchased sailing-vessels from us for an old song must have earned enough in the way of profit, when the boom came, to pay for their bargains twice over. But with the slump in freights the sailing-ship threatens again to become a drug in the market. All the talk about the possibility of helping to keep her afloat by the use of auxiliary engines has so far been practically profuse.

Apart from the methetic aspects of the case, there seem to be two sets of people who openly express concern at the disappearance of the sailer. One consists of those British steamship owners who believe that sailing-ship training is desirable for officers. The other embraces certain Bradford wool merchants, who complain that the Australian product reaches them too rapidly in steamships, and say they would be content to pay a higher freight by sailing-ship in order to have warehouse charges at this end. But the usefulness of the sailing-ship as a workhorse has not served to prevent her from becoming unfashionable, and the process has, of course, been helped by high insurance charges. As to the subject of training, it would seem that if we build nothing but steamers we must look to them to furnish the schooling facilities.

"Daily Telegraph."

OYSTERS: Fresh, Fried or Stewed, Pindon Huddocks, Kippens, &c.

REMIKURA OYSTER

HONGKONG AVERAGE MARKET PRICES

Corrected to Thursday, January 29th, 1914.
At 100 cents per Dollar Mexican.

Butcher Meat

Seef Sirloin & Prime Cut—Mol Lung Pa	1b 18
" Corned—Ham Ngau Yu	18
" Roast—Shiu	18
" Breast—Nga Lam	18
" Soup—Tong Yuk	18
" Steak—Nga Yuk Pa	18
" Sirloin Coton—Nga Lam	18
" Sausages—Nga Chuan	20
Jullock's Brains—Know	per set 10
" Tongue fresh—Nga Li	18
" Corned—Ham Ngau Yu	18
" Head—Nga Yan	18
" Heart—Nga Sum	18
" Lump Salt—Nga Kin	18
" Salt	18
" Feet—Nga Kark	18
" Kidneys—Nga Yin	18
" Tail—Nga Mei	18
" Liver—Nga Kon	18
" Tripe (undressed)—Nga To	18

Salmon—Mr. Yau Yu... 18

Shark—Sa Yu... 18

Skate—Po Yu... 18

Shrimp—Ha... 18

Snapper—Lap fu... 18

Sole—Tab Sa Yu... 18

Tench—Wan Yu... 18

Turbot—Cho Hlow Yu... 18

Turtles, small, fresh water—R. th Yu... 18

White Bait—Nga Yu Chai... 18

Fruits.

Almonds—Hung Yan... 18

Apples (California)—Sam San Pung Ki... 18

" (Chico)—Tin Chun Ping Eho... 18

" Small—Ho Tong... 18

" Custard—Fan Lai Obl... 18

Bananas, fragrant, Canton—San Shun... 18

Bananas, (brides), Macao—San Shun... 18

Chestnuts, Chinese—Fung Lub... 18

Carambola—Young Tse... 18

Cocoanuts—Yeh Tse... 18

Lemons, China—Ning Moong... 18

" America—Kun San Ning Moong... 18

Icebergs Dried—Lai Chi, small Stone... 18

" Fresh... 18

Limes (Saigon)—Sai Kung Ning Moong... 18

Mango, Manila—Lai Sung Moong... 18

Mangosteens—San Chuk Tse... 18

Oranges, (Canton)—San Shing Tin Obl... 18

Oranges Sweet... 18

Pears, (American)—Kun San Shun... 18

" (Canton), Cooking—Sa Lay... 18

Peaches—Fa Sang... 18

Persimmons Large—Hung Chie... 18

Pine-apples, quality—Poon Tin Pao... 18

" End—Chung-tang Pao... 18

Plantain—Tai Chai... 18

Plums—Swatow, Hung Lai... 18

Pumelo, Siam—Chim Lo Yau... 18

" Shanghai—Lo Kwai... 18

Walnuts—Hop Tse... 18

Water Melon—Kun San Sai Kwa... 18

(China) Sai Kwa... 18

Grapes—Sang Po Tai Tse... 18

Vegetables &c.

Artichokes, Shanghai—Sheng-ho Ai... 18

Chic Chouk... 18

Beans, (French), Macao—Oh Moon Pin Tse... 18

" (French), Shanghai—Sheng Ha... 18

" Pin Tse... 18

" Sprout—Ah Cho... 18

" Long—Tse... 18

Beet Root—Hung Choi Fan... 18

Brinjals, Green—Ching Yau... 18

" Red—Hung Ker... 18

Cabbage, Chinese, small... 18

Cabbage Red—Hung Yee Choy... 18

Cabbage, Shanghai—Yeh Chai... 18

" Shoots, bunch—Kun Shun... 18

Cardinal's, Large size Tai Yeh Cho Yu... 18

" Medium size—Chung Yeh Cho Yu... 18

INTIMATIONS

Don't Trifle With a Cough! Cure it Now.

There is positively nothing equal to Angier's Emulsion for coughs, bronchitis and all chest affections. Not only does it heal and strengthen throat and lungs, but it promotes appetite, aids digestion and builds up strength. For upwards of twenty years Angier's Emulsion has been prescribed by the medical profession and used in the hospitals. It is the standard approved remedy for coughs, lung troubles, and wasting diseases.

ANGIER'S EMULSION

"Cured my Cough and
built me up splendidly."

65, Leonard Street, Burdock.
Dear Sir,—At the beginning of the winter I caught a severe cold, which ended in an attack of bronchitis. I was advised to try Angier's Emulsion, and I am thankful to say that it soon cured my cough, and, in addition, it has built me up splendidly. I can honestly say that it has done more for me than anything I have ever tried. Being an Insurance Agent I am exposed to all sorts of weather, but since taking your Emulsion, although I have returned home at night on many occasions wet through to the skin, I have had no return of my bronchial trouble. I shall continue to take it, as I find I am putting on flesh, and I feel the benefit of it in many different ways.
(Signed) A. E. SHERRATT.

ANGIER CHEMICAL CO., LTD.,
85 Clerkenwell Road, London, Eng.



THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
TEAM RAISING, FURNING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOOD DRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS FIRECLAY, STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.
TEL. ADDRESS: MAISHAN, HONGKONG.
TELEPHONE: No. 869.
DODWELL & CO., LTD., Agents.

LANCHOW COAL

Coal from the Administration's Lanchow Mines can be obtained on application to the
Agents, SIEMSEN & CO.

TELLS ABOUT
**50,000 BOOKS
FREE BY MAIL
WORTH \$10 TO ANY MAN**

FOR MEN

THE HOME CURE OF MEN'S AILMENTS

DR. JOS. LISTER & CO., 20, Bedford Square, London, W. 1.

THE COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS.
BANKERS, etc.

Head Office for the Far East: 15, DES VOIS ROAD CENTRAL, HONGKONG.
SHANGHAI, 25, POOCHOW ROAD. YOKOHAMA, 38, WATER STREET.
MANILA-MANILA HOTEL. P. O. BOX 786.

TICKETS arranged by EUROPE by the principal STEAMSHIP LINES and
THRU SIBERIAN RAILWAY.
TOURS arranged by ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES stored.

HEAD OFFICE: LUDGATE CIRCUIT, LONDON, E.C. 4.

WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING

KNIFE BOARDS

PREVENT RUST IN CLEANING

JOHN OAKLEY & SONS LIMITED

BLACKLEAD MILLS, LONDON.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

INSIDE VESUVIUS.

Of the making of films there is no end, and the enterprise of their fabricators is really remarkable. Mr. Frederick Durlingham, the British and Colonial Kinetograph Company's operator, has lately been down the crater of Vesuvius, and has brought back some remarkable stop-photographs which will very shortly be ready for public inspection. The whole film was exhibited recently at a private view in the company's show-rooms, Emsell-street, W.C., and proved of much interest. The display commences with pictures of the great mountain, seen across the Bay of Naples, and a tour through the ruins of Pompeii. Then the volcano is ascended under the guidance of two Italian crystal hunters, and the spectator is soon in an awe-inspiring region of smoke, fire, and molten lava. The descent of the interior then commences, past the hell pit, said to be filled with boiling material two miles deep, over the rock-strewn floor of the old crater, to the edge of the present abyss, whence arise never-ending columns of steam and vapour, and a tumult of noises within. The temperature inside the abyss exceeds 1,100 deg. Fahr.; Mr. Durlingham did not go down. The film is picturesque, and brings to view things which few even of the most adventurous travellers are ever likely to see for themselves.

LONDON MOTOR-BUSES.

Another Working Agreement.

After several months of negotiations, a working arrangement has been developed between the London General Omnibus Company and the National Steam Omnibus Company as to the working of their buses in the streets of London. When the big amalgamation of buses took place in London the National was the only firm to stand out, and up till quite recently have run competitive services with between 170 and 180 vehicles. The object of the understanding is for the joint working of the buses and to eliminate unnecessary competition. Where the two companies are running over the same route the same indicative number will be used on the respective vehicles, which will start at different times to prevent overlapping, and will thus give the public a better service.

VEDRINES'S DUELS.

Another Challenge.

Paris, Jan. 7.
As you know, rather an unpleasant incident followed Vedrine's triumphal arrival at Cairo. The aviator refused to take the proffered hand of M. Roux, the president of the National Aerial League, and the result was a quarrel of continued ill-luck. It is even said that blows were exchanged. In any case, M. Roux demanded satisfaction from Vedrine and the latter refused it. M. René Quinton, president of the National Aerial League, telegraphed to Vedrine advising him to reconsider a decision which he termed unworthy of a member of the Legion of Honour.

The return telegram from Vedrine has just reached M. René Quinton. It is in these terms:
"I do not accept your orders, and shall not fight with the anti-Frenchman Roux, but I shall fight with you as soon as I return to Paris. You should have ascertained what had happened before you slandered me."
M. Quinton denied that he sent any orders to Vedrine or slandered him in any way. He merely advised him. None the less, he said that he would be delighted to hold him off at the service of M. Jules Vedrine as soon as he returns to Paris.
M. Quinton further informed a journalist that he was at present working hard at the project of a Cairo to Cape flight, and that he had already received by cablegram from Johannesburg an offer of £500 for the first French aviator who should reach Johannesburg from Cairo. "Daily Telegraph."

It is announced, says Capital, that as soon as the new Australian shipping law, excluding foreign subsidised steamers from the Australian coasting trade comes into force, the Nippon Yusen Kaisha will have to discontinue its passenger service with Thursday Island, Brisbane, Townsville, Sydney, and Melbourne. Some other Japanese companies will also be affected.

The Bangkok Times of 8th inst. says:—It is worth mentioning that in the early hours of yesterday morning, when the wireless station at Sala Deng first picked up the *Schar-hort*, it was about the same time also in communication with Calcutta and with Fremantle. The messages were very distinct. A message to the British Minister was also received from the *Hampshire*.

LOSING WEIGHT BY THE POUND

"Under-weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted purifying and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Price: 1/6 and 3/6.
All chemists.

NERVOUS DISORDERS:

THEIR PREVENTION AND CURE.

WHEN the nervy system is out of order, we suffer from many disturbing symptoms. Headache, irritability, insomnia, confusion of thought, loss of memory, mental depression, and explosive fits of temper are among the disquieting effects of the condition. Beside these, there are sensations of weakness and easily induced fatigue, with, possibly, trembling and convulsions.

These symptoms are invariably due to starvation of the nervous system, which has been drained of the phosphorus it needs for health. What is necessary to restore the health is a food rich in phosphorus. The ideal preparation of this kind is Sanatogen, which consists of pure casein chemically combined with that form of phosphorus found in the brain and nervous system.

On this point, Dr. C. W. Saleeby, the eminent medical author, writes: "When phosphorus is combined with other elements it is a valuable food, and is, indeed, absolutely necessary for life. It has been proved by a large number of scientific experiments that very nearly the whole (90 per cent.) of the phosphorus added to the diet in the form of Sanatogen is absorbed."

Sanatogen can be obtained of all Chemists in bottles of two sizes.

TO LET

TO LET.

No. 1 "DUNDAR VILLAS" Row.
Apply to
SPANISH DOMINICAN
PROCURACION.
Hongkong, Jan. 7, 1914.

TO LET.

OFFICES in King's Building.
THE HONGKONG LAND INVEST.
MENT & AGENCY CO., LD.
Hongkong, Jan. 13, 1914.

TO LET.

First floor of No. 4, Des Voeux Road
Central suitable for Offices. Occupa-
tion from 1st March best.
Apply to
DAVID SASSOON & CO. LTD.
Hongkong, Jan. 13, 1914.

TO LET.

Four-roomed HOUSES in Granville
Avenue and Salisbury Avenue, Kowloon,
Cheap rentals.
SHOP with Godown attached, NATHAN
ROAD, Kowloon.
Kowloon Marine Lot No. 48 with Wharf.
A Flat in Humphreys Buildings.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LTD.
Hongkong, Jan. 29, 1914.

TO LET.

A SHOP or GODOWN of No. 24
D'Aguiar Street as occupied by The
Victoria Printing Press Ltd. formerly.
Apply to
YEE SANG FAT & CO.
34 Queen's Road Central.
Hongkong, Jan. 5, 1914.

TO LET.

MEIRION, Nos. 9 & 10, Peak, un-
furnished. 6 Rooms. Cheap rental.
from 1st December Newly Painted and
Colour-washed.
"ROGATE," Austin Road, Kowloon;
unfurnished.
No. 68 Peak, MOUNT KELLET,
(Church Mission Society Bungalow) from
1st October 1913 till 31st May 1914, partly
furnished. Cheap rent.
"1 CAMERON VILLAS No. 80 Peak,
to let furnished for 1 year from 1st May."
"No. 6 CAMERON VILLAS, No. 53
Peak, to let furnished for one year from
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Peak, from 1st March 1914, partly
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Hongkong, Jan. 6, 1914.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Gun.	L.H.P.	Commander.	Last report on
Alacrity	despatch-vessel	1450	2	3000	Comdr. Archibald Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Fitchard	Shanghai
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	loop	1070	6	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	560	4	7500	Lieut. H. T. England	Mira Bay
Cherub	water tank and tug	300	—	300	—	Hongkong
Clio	loop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Colne	torpedo boat destroyer	550	4	7500	Lieut. M. B. Birkett	Hongkong
Fame	torpedo boat destroyer	550	4	7500	Lieut. J. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,800	Capt. M. R. Hill	Canton
Je	torpedo boat destroyer	550	4	7500	Lieut. G. F. A. Mulock	Hongkong
Kenet	torpedo boat destroyer	550	4	7500	Lieut. E. K. Bodden-Whatham	Hongkong
Kinsha	river gunboat	814	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	loop	1070	—	—	—	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. F. C. C. Pasco	Hongkong
Moorehead	river gunboat	180	2	800	Capt. E. B. Kiddle	Hongkong
Newcastle	cruiser, 2nd class	4800	12	22,000	Lt.-Com. Alan Dixon	West River
Nightingale	river gunboat	85	2	940	Capt. Frederick A. Powlett	Shanghai
Ribble	torpedo boat destroyer	550	—	7500	Lieut.-Com. Malcolm Murray	Yangtze River
Rosario	depot ship, submarines	980	—	1400	Lieut. R. W. Wilkinson	Mira Bay
Robin	river gunboat	25	2	940	Lieut. F. A. N. Cromie	Hongkong
Sandpiper	river gunboat	25	2	940	Lt.-Comdr. Nash	West River
Snipe	river gunboat	25	2	940	Lt.-Comdr. Maurice B. Leslie	Mira Bay
Tamar	receiving ship	4550	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Steford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Canton
Triumph	batship	11,985	18	12,500	Capt. P. Smeeth, M.V.O.	Hongkong
Uk	torpedo boat destroyer	550	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	550	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	135	2	800	Lt.-Com. J. C. F. Barrett	Upper Yangtze River
Woodcock	river gunboat	150	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt.-Comdr. Lloyd	Yangtze River
Yarnmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Hongkong
C. 36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Hongkong
C. 37	submarine	—	—	—	Lt.-Comdr. J. Gaimon	Hongkong
C. 38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Barton	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, R.N., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	Gun.	L.H.P.	Captain.	Last report on
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Mikovitz	Foochow
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kleber	French armoured cruiser	9710	12	19,800	Capt. Gotta	Hongkong
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Saigon
Decade	French gunboat	845	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	970	Lieut. Durand	Canton
Neptune	French gunboat	123	7	600	Lieut. de Jerville	Canton
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteau	Tientsin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bouix	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1758	10	1700	Lieut. Guillaume-Louis	Saigon
Frederic	French destroyer	350	7	800	Lieut. Anillac	Saigon
Yberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon
Pistolet	French destroyer	150	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	8	300	—	Saigon
Manche	French surveyor-ship	1625	10	9000	Comdr. Vuilein	Saigon
* Flagship of Capt. (Commodore) Bouchard, Commanding the local defence force in China.						
London	German cruiser	3600	22	13,500	Capt. v. Restorff	Hongkong
Garcia	German armoured cruiser	11,800	36	24,000	Captain Brunninghaus	Tientsin
Illis	German gunboat	900	12	1300	Capt. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German gunboat	3400	22	13,500	Capt. Mörsberger	Tientsin
Otter	German river gunboat	—	—	—	Capt. Lieut. Friele	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. von Schultz	Tientsin
St. 90	German torpedo-boat	400	8	600	Capt. Lieut. Berrenberg	Tientsin
Taka	German torpedo-boat	230	4	600	Oblt. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Voltaire	German river gunboat	223	4	1200	Capt. von Möller	Canton
Wendland	German river gunboat	223	4	600	Oblt. v. S. Prinz	Shanghai
Calabria	Italian cruiser	4145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José do Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 2	U. S. submarine				Ensign J. McO. Murray	Cavite
A 4	"				Lieut. F. D. McWhorter	Cavite
A 6	"				Ensign J. C. Van de Carr	Cavite
A 7	"				Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cavite
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chamoy	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	220	4	600	Lt. Comdr. S. Gannon	Shanghai
Holmes	U. S. gunboat	1392	8	1485	Comdr. G. L. Murray	Shanghai
Mohican	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3900	6	3000	Lt. E. P. Evans	Olongapo
Monterey	U. S. monitor	4084	4	6277	Commander J. V. Chase	Olongapo
Panama	U. S. gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Piscataqua	U. S. sea going tug	854	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. repair ship	3085			Lieut. W. O. Wallace	Cavite
Quincy	U. S. gunboat	250	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	U. S. cruiser	4360	14	1800	Lt. Comdr. D. W. Wertschough	Swatow
Samar	U. S. gunboat	243	8	250	Lt. G. O. Dickman	Shanghai
* Saratoga	U. S. armored cruiser	6115	14	17,401	Comdr. H. A. Wiley	Swatow
Vila Shos	U. S. gunboat	870	9	908	Lieut. K. Durr	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Comdr. J. F. Hubbard	Swatow
Worcester	U. S. tug	432	—	850	Chief Boatsw. P. E. Badolife	Olongapo

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BOOM IN GILT-EDGED SECURITIES.

LONDON, Jan. 30.
Following the recent buoyancy on the Stock Exchange, the lowering of the bank rate to-day has created a boom in gilt edge securities.
Since January 1, Consols have advanced 4½ per cent. Irish Land Stock 9 per cent, Indian stocks 6 per cent, to 8 per cent, and leading Home Rails from 3 per cent, to 9 per cent.

JAPANESE ARMS FOR MEXICO.

United States Press Indignant.

LONDON, Jan. 30.
The American papers declare that General Huerta is procuring arms from Japan.
There is reason to believe that they are discarded weapons sold by the Japanese Government, and that the matter was discussed at President Wilson's conference with the Senate's Foreign Relations Committee on January 29.
The Press is filled with angry comments regarding Japanese support in Mexico.
Compliance with British wishes regarding the Panama Canal is urged, and also the conclusion of an arbitration treaty. Otherwise, it is stated America will risk being confronted with hostilities alike from Great Britain and Japan.

THE SOUTH AFRICAN LABOUR TROUBLES.

Draught Treatment of Labour Leaders.

LONDON, Jan. 29.
The deported labour leaders were removed to goal on Monday, says a telegram from Johannesburg. At night they were taken in a prison van some miles into the country and put into a train containing troops.
The labour leaders had no idea where they were going, as the windows and shutters were kept closed. They were astounded when they reached Durban.
Even the railway officials were ignorant of what was being done, for the train was designated as a special for conveying a theatrical company.
When the liner *Ungeni* had crossed the bar and anchored, and the Labour leaders taken aboard, they were given twelve hours in which to write to their friends.
The *Ungeni* is not fitted with a wireless installation, and the Government chartered all the passenger accommodation.

THE SUPPLY OF ARMAMENTS TO RUSSIA.

LONDON, Jan. 29.
A rumour that Messrs. Krupps have bought the Putiloff Armament Works at St. Petersburg has created consternation in Paris, says Reuter's Paris correspondent.
The Premier telegraphed to the Ambassador asking to be enlightened on the subject.
A telegram from St. Petersburg states that the report that Krupps have bought the Putiloff Armament Works is semi-officially denied. It is stated that the Council of Ministers, desiring to form a Russian private armaments company, selected a firm connected with Messrs. Vickers Sons & Maxim, and the construction of new works at Tzaritsa has begun.

TRANS-ATLANTIC SHIPPING WAR.

LONDON, Jan. 29.
A telegram from Berlin states that the rate-war amongst the Trans-Atlantic Shipping Lines has commenced.

STRAIGHT AT IT.

THERE is no use of our "beating around the bush." We might as well out with it first as last. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no need to say so far as we can see you should not do so. This preparation by the remarkable cures has gained a world wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BANK RATES FURTHER REDUCED.

LONDON, Jan. 30.
The Bank of England rate of discount has been further reduced to 3 per cent.
The Bank of France announces that the discount rate has been reduced to 3½ per cent.

THREE SUCCESSIVE CABINET MEETINGS.

LONDON, Jan. 30.
A full Cabinet meeting is being held to-day. This is the third meeting of the cabinet during the past three days.

OBITUARY.

LONDON, Jan. 30.
The death is announced of Lord Knutsford.

CHARGES AGAINST SHIP'S OFFICER.

Disobedience Alleged.

There is a charge of disobedience of lawful commands of the captain and of wilful damage to ship's stores, which were yesterday brought against Mr. D. Phillips, second officer of the R. and S. ship *St. Andrew*, of the Marine Magistrate's Court before Commander Bosh Taylor, R.N., Harbour Master. The charges were presented by Mr. Spink, captain of the ship, and the defendant, who was represented by Mr. Reader Harris of Messrs. Wilkinson and Grist, entered pleas of not guilty to both charges.
The gist of the evidence published in yesterday's "China Mail" is as follows:
The master thought as the prosecutor he had the privilege of preparing notes and cross-examining the defendant.
Mr. Harris: You are entitled to have as many notes as you like, but a witness must give his evidence unassisted by any notes except those that were made at the time.
Witness said as he wanted the case finished, he would proceed without the aid of his notes. On the following day, December 25th, when the boat was at sea between Shanghai and the Taku Dock, the second officer intervened with the captain, and the two men were seen to be in a heated dispute. The witness said he saw the two men in the presence of others. He said he had written to a Marine Superintendent but afterwards said he had mislaid the letter.
Mr. James, Marine Superintendent of the firm of Butterfield and Swire, said it was reported to him by the chief officer and the captain on two occasions about the conduct of the defendant. Witness received a letter from the chief officer and went down and interviewed Mr. Phillips. He told him he was damaging the ship's property which he had no right to do. It was customary to have a gate in the starboard alley to prevent the traffic of coals and others. Defendant said to witness before the chief officer that he would do it again. On the following day, witness received a letter from the defendant which he said was a defiant and insulting character of the man. Witness told him he would have him punished for damaging the ship's property.
William Cameron Sinclair, chief engineer of the *Kwamee*, testified that he heard the gate broken down to go into the alley-way. At Canton the gate was again broken down but witness did not see it. After the ship left Hongkong the gate was again put up and defendant was informed that he must open and shut the gate.
Answering the Master, Sinclair said he had heard the captain on several occasions warn the second officer against breaking down the gate. He also heard the defendant say he would not open the gate or shut it, he would walk through.
Captain Spink: Have you ever heard the defendant admit that he did break the gate?
Witness: Yes, on the second occasion.
Augustus Charles Tibbitt, second engineer, said directly after they left Shanghai he had a chat with the second officer to dump ashes on the lee or starboard side. Witness had already given an order to that effect. It was the custom on that ship to dump ashes on the port side, but on that occasion and after consultation with the chief engineer the ashes were dumped on the starboard side. He obeyed the chief to avoid unpleasantness with the second officer.
Commander Taylor: Did the chief say the ashes were to be dumped on the lee side or the starboard side?
Witness said he could not remember. Later on, the chief engineer told him that it had been the practice to dump ashes on the port side, and he was to take no notice of the chief. Witness added he gave instructions to the foreman. He once saw the gate very roughly handled by the second officer and on that occasion the screws were loosened.
The case was adjourned sine die.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

IMPORTANT MILITARY CHANGE.

ABOLITION OF MOUNTED INFANTRY.

LONDON, Jan. 30.
The "Morning Post" states that Colonel Seely, the Secretary for war, has decided to abolish the mounted infantry and replace them by cavalry, whose numbers may be increased.

THE CHUNG SAU NAM CASE.

Argument in connection with the *hubertus corpus* proceedings in the *Chung Sau Nam* case was continued before their Lordships the Chief Justice (Sir William Rice Davies) and the Puisne Judge (Mr. H. H. J. Gompertz) in the Full Court this morning.

Sir Francis Pigott and Mr. C. G. Alabaster, instructed by Mr. W. R. Hind (from Mr. Brutton's office) appeared on the writ of habeas corpus, and the Crown was represented by Mr. E. H. Sharp, K.C., Mr. Eldon Foster and Mr. F. C. Jenkin, who were instructed by Mr. P. M. Hodgson (Assistant Crown Solicitor) and Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master).

On a question raised at the previous day's hearing with regard to marital law in Kwangtung, the Chief Justice said he could discover no authority which would justify the Court in holding the existence or non-existence of marital law.
The Puisne Judge concurred, and stated that he thought the matter was entirely one for the Crown to consider.
Sir Francis Pigott said he wished the question of jurisdiction argued in order, if possible, to relieve the Chief Justice from coming down to Hongkong. On reconsidering the matter, the position seemed to him to be this: supposing they should have to go to the Privy Council, then they should have to take this point, and it might be that the Privy Council would not be in agreement with their Lordships. In normal cases the Privy Council remitted the matter to the Court below to take evidence. In this case the evidence was on the file in the form of the affidavit of the Consul General, and the Privy Council would say, "Here is evidence on the file which relieves us of the necessity of sending the case back to the Court below. That evidence is the affidavit of the Consul General with all cross-examination, and Counsel did not see how they could avoid cross-examining the Consul General."
The Chief Justice—So far as we are concerned, the affidavit, as far as it relates to the existence of marital law, is a dead letter. Sir Francis Pigott—But it won't be a dead letter when it goes to the Privy Council.
The Puisne Judge—Cannot it be taken off the file?
Sir Francis Pigott said that was a matter for his learned friend (Mr. Sharp), but as the matter stood he did not see how a cross-examination could be avoided. If the Privy Council were to remmit the case to the Court below, there would be no evidence on the file, they would refer the matter to the Court below for evidence.
The Puisne Judge—Is not this a matter they would refer to the Foreign Office?
Sir Francis Pigott did not think it was.
The Chief Justice—According to your own agreement this is an entirely novel proposition.
Sir Francis Pigott admitted that it was, but stated that novel propositions must be taken sometimes.
The Chief Justice asked Mr. Sharp if he was prepared to consider the question of taking the affidavit off the file?
Mr. Sharp said he was prepared to leave the question of cross-examination in their Lordships' hands, but he had not been able to find a single case in which deponents had been cross-examined. However, as Sir Francis urged that the matter was important they could not take it off the file.
Sir Francis Pigott said the question for the Court was not whether marital law existed now, nor for the Privy Council whether it would exist a year hence, but whether it existed at the moment. It would be impossible to put affidavits in London a year hence, but on this question the Consul would be the person to throw a great deal of light on the subject.
In reply to a question by Mr. Sharp as to whether the Court desired the attendance of the Consul General the Chief Justice stated that their Lordships acquiesced in the application made by the representative of the fugitive under the circumstances.
Mr. Sharp then proceeded to address the Court, and the hearing was again adjourned.

FAMOUS PRINTS OR INDECENT PICTURES?
Expert Evidence to Decide.

The manager of the Sincere Company Chan Harr, an Australian Chinese, was charged at the Magistracy this morning before Mr. Wood with exhibiting indecent pictures, and on the application of Mr. Otto King Sing, for the defence, an adjournment was granted until Friday.
Mr. Otto King Sing said he would have to call one or two expert witnesses as to what really constituted an indecent picture. He had seen the pictures and was clearly of the opinion that they were not indecent but prints of famous pictures. He added that the charge was not an offence under the particular statute on which the summons had been issued.
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CURE THAT COUGH.

WHEN you have a troublesome cough it does not mean that you have consumption or that you are going to have it. But it does mean that your lungs are threatened, and it is just as well to be on the safe side and take Chamberlain's Cough Remedy before it is too late. For sale by all Chemists and Storekeepers.

CLAIM FOR GAS SUPPLIED.

Before His Honour Mr. Justice Gompertz (Puisne Judge) in the Summary Jurisdiction of the Supreme Court this morning, a case was mentioned in which the Hongkong and China Gas Company sued Tail Ip and Company to recover \$17.85 due for gas supplied.

Mr. Gardiner informed his Lordship that Mr. P. S. Dixon (who represented the plaintiff) appeared on a previous occasion for the defendant firm and obtained a fortnight's adjournment.

Mr. Dixon—That was in another case. Mr. Gardiner He gets a fortnight's adjournment in the case and he asks for his own clients in this case. I don't think that is quite fair, as he gets priority over the other cases.

Mr. Dixon understood the defendant firm was going bankrupt, and since the last adjournment the Gas Company had requested him to issue a writ.

Mr. Gardiner—My friend gets priority for his own client to the detriment of mine. Mr. Dixon explained that there was no advantage in the judgment, as he would not get anything out of it.

Mr. Gardiner—I think we ought to come in *pari passu*. I don't see why Mr. Dixon's clients should have priority to litigants who came before them.

His Lordship (to Mr. Dixon)—You say they are going to file a petition?

Mr. Dixon understood so, and he thought Mr. Gardiner had no locus standi in the present case.

Mr. Gardiner said if judgment was entered he would ask for a stay of execution until next Friday, if no petition was filed his friend could go and issue execution. Mr. Dixon said there was nothing to issue execution against.

His Lordship entered judgment for plaintiff.

A DICKENS TRIAL.

"Mystery of Edwin Drod"

JASPER IN THE DOCK.

Was Edwin Drod murdered? That problem of the story which Dickens left half told has for forty years engaged the ingenuity of all sorts and conditions of men. The *"Daily Telegraph"* has now taken their hands at solving it to produce all sorts of wonderful theories as to what happened and how it happened. We allow a murder mystery. Whatever else you may think of the book, there is no lack of the mysterious in the tale of Edwin Drod.
To publish all the secrets, there was a wonderful attempt to-night, when the "Daily Telegraph" of Jan. 28, The Dickens Fellowship put John Jasper on his trial for the murder. The judge was Mr. G. K. Chesterton and the foreman of the jury Mr. Bernard Shaw. King's Hall was the court of a scene. Witnesses and officers of the court put themselves into the picturesque halcyon of the "Mystery of Edwin Drod" and to give the scene a more dramatic touch, the scene was adorned with the costumes of the period. The gentlemen of the jury, however—Mr. Bernard Shaw presided over a constellation of literary stars which included Mr. William E. Morgan, Mr. W. W. Jacobs, Mr. Peter Redge, and Mr. William Archer—these were content with mere modern decorations. Learned counsel digressed themselves with appropriate simplicity in wig and gown. Mr. J. Cuming Waters led for the prosecution and Mr. Cecil Chesterton for the defence.

THE PROBLEM.
Now what are the vexed questions in the case of Edwin Drod? You remember how Dickens left the book. Jasper, the Precursor, the opium smoker, has plainly been laying plans for the murder of his nephew, Edwin Drod. Drod has vanished. All the town of Cloisterham believes that he has been murdered. A mysterious old gentleman called Datchery, who is obviously to be a detective, has just arrived in Cloisterham. There Dickens' pen was stayed by his death. He has given us no definite evidence that Drod was murdered at all. If the book remained to be written, and it is conceivable—there are even some reasons for believing—that Drod was finally to appear alive upon the scene. The wicked uncle, says this theory, intended the murder, but never brought it off. It will be remembered that in the brilliant play which Mr. Compton Carr made of the story for Sir Herbert Tree he adopted this conclusion. Jasper, in an opiated dream, believed that he was killing Drod, and Drod heard his ejaculations and fled. Some such theory must be avowed by those who wish to bring in John Jasper not guilty of anything worse than intent to kill. No one even hopes to clear him of this.

But whether Jasper did or did not shed blood is not the only riddle. We want to know how the unwritten half of the book is to be worked out. Some horrid end or other is obviously hanging over Jasper. What is it to be, and who will bring it down upon him? That last question, who is to decide, is the one which involves itself practically into who is Datchery, the queer, palpably disguised Datchery? All this tangle of enigmas, then, was to be straightened out in the trial held last night before the judicial majesty of Mr. Gilbert Chesterton.

THE RULES OF THE GAME.

It was inevitable that there should be rather elaborate rules of the game. For example, if Mr. Cecil Chesterton (for the defence) had chosen to put an Edwin Drod into the box to swear that he was very much alive, the prosecution would have been at a loss. Therefore, it was ordained that the defence having agreed not to call Edwin Drod, the prosecution agreed not to comment on his absence.
Five witnesses were called, and none of them was allowed to make any statement contradicting the text of the novel. Datchery and Mr. Crippeley, and the Opium Woman made picturesque appearances, and they were comically played by Mr. Ramsey Williams, Mr. Arthur Waugh, and Mr. J. K. Prothero, but what they had to say was merely formal. They stated the facts of the case, which may be found in the book, but they offered no suggestions as to the mystery. The first evidence as to the murder of Datchery were stated by Helena Landless, played by Mrs. Laurence, and Bazzard, played by Mr. Sheridan Jones. It cannot be said that in point of fact the trial reached the highest standard of British jurisprudence. There were some good things said. The counsel's opening speech Mr. Shaw remarked, "If the learned

COMMERCIAL.

Cotton Report.

Messrs. Polishwalla and Kotwall, Canton and Yard Brokers, in their report dated Jan. 30, state:—After the activity, and excitement of the previous fortnight, our market, as was only natural, settled down to a normal state, the dealers, in the meantime, being busily engaged in disposing of their large purchases, which they succeeded in doing before the buyers began their exodus to the country for the New Year holidays.

The total sales of 7,000 bales offered, mostly consist of complementary sales for new year, while prices in a few instances show a slight advance.

The closing tone of the market is healthy. Total sales 7,000 bales. Unsold stocks 23,000 bales. Sold but undelivered in the godown and to arrive 31,000 bales.

Arrivals.—The mail steamer "Draeha" and "China" from Bombay and Suez. "Mavate" and "Toria" from Calcutta have brought in 6,300 bales for Hongkong and 6,036 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports, 42,500 bales. Local Mill.—About 500 bales at above quotation.

Shanghai.—Steady with good deliveries. Japanese Yarn.—Sales of about 400 bales. Setai No. 20 @ \$15.34, and 800 bales Yellow Chose No. 20 @ \$14.91.

Raw Cotton.—Bazaar No Sales. Chinese 250 (small) bales @ \$31 to \$32 per picul. Quatations Bengal @ \$20 to \$23, Chinese @ \$30 to \$32 per picul.

gentleman thinks the convictions of British jurymen are to be altered by evidence his little knows his countrymen. A little later Mr. Shaw asked if it was true that the prisoner was a musician, and being answered in the affirmative said solemnly, "This case looks black indeed."

The counsel for the prosecution cross-examined Bazzard, the clerk of Mr. Gregarious, who, as you remember, had been a tragedy, put to the witness, "There are such things as good and bad dramas." To which Bazzard replied with a most engaging pessimism. "There are certainly bad dramas." This same pleasant witness—and we were very grateful for Mr. Sheridan Jones's humour—when asked why he was not a famous dramatist suggested as a reason that he had "had very little time to push his merits," a point which lost nothing by the presence of the distinguished dramatist presiding over the jury and his younger brother of the craft on the bench. But in the main, it must be confessed, the trial went dully.

HELENA'S STORY.

As Mr. Chesterton remarked in his summing-up, three of the witnesses, Durdles, Crippeley, and the Opium Woman, were present merely as entertainers, and we need concern ourselves only with the other two, Helena Landless and Bazzard, the clerk of Mr. Gregarious. Bazzard, of course, is a nobody, who figures in the part of the book which we possess, but with Mr. Sheridan Jones last night, Helena, however, came first, and as Helena represents the more familiar, the more weightily supported theory, she should have pride of place. We may recall the episode of the "Mystery of Edwin Drod" and the illustration for "Edwin Drod" had put on record the conviction that he meant Drod to be murdered. He said so, and though he has never changed his plan in writing, he never told anybody, even Foster, to whom he told everything.

To recapitulate this probable theory, then, Helena Landless came forward last night. She also came to say that she was the mysterious Datchery—a much less probable thing. The present writer, who inclines to believe that also, is bound to put on record that neither story seemed convincing from the witness-box. The chief reason is no doubt, that there was no attempt to supply any further evidence than what was in the existing fragment of the book. This Helena Landless told us that, having disguised herself as Datchery, who had found in a heap of quicklime in the cathedral crypt the ring which Drod was known to have in his possession. The time, you are to suppose, and destroyed every other fragment of Drod's possessions. Mr. Cecil Chesterton, as counsel for the defence, very naturally pointed out the difficulty of believing that there was no other piece of metal about the corpse, and justly insisted that there were a hundred conceivable innocent ways in which the ring might have found its way to the crypt. But, of course, we are not bound to assume that Dickens would have left his plot to turn on such a single flimsy pivot.

Bazzard in the box sounded much more credible. He was, he told us, a professional "nouser." Mr. Gregarious sent him to find evidence against Jasper, not for murder, but for attempted murder, and he had the best reason to know that Drod was not dead, Gregarious and he had found the man in a drugged swoon. When Drod came to, he (Bazzard) was so frightened that he ran away.

THE VERDICT.

Mr. Gilbert Chesterton, when he began to sum up, pointed out to the jury the obvious fact that Helena or Bazzard was lying, as suggested as a solution that they both were.

Then to Mr. Bernard Shaw to declare his verdict. The jury, he explained, had arrived in the unbroken interval. Some of the extreme men, feeling that there was no evidence of murder had been for acquitting the prisoner. The father and mother judge spirits felt that no man could "see quietly in his bed" if Jasper were let go, and had determined that the verdict should be man-laugher. On which triumphantly unreasoning conclusion was caught with relief, after some five hours of trial, the fire hair.

ROBBERY IN BOWRINGTON ROAD.

The Property Recovered.

Threatened with a knife and beaten back into the kitchen, the smash of No. 2 Bowrington Road, East, was powerless to interfere with two police robbers who, last night at 8 p.m. entered the house.
The master and mistress were absent and the two men gained access through the front door. One was a man with a knife and pushing the smash back into the kitchen covered her with the weapon while his confederate ransacked the house. A bicycle valued at \$200 and other articles valued at \$100 were stolen. The whole of the property has been recovered by the police.
Two arrests have been made.

LANE, CRAWFORD and Company

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SMART GOODS FOR THE RACES at SALE PRICES

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Proposed sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	on or about
THONGWA KUTSANG	Feb. 3.		
LOVAT	Feb. 9.		
	Feb. 14.	"UMFOLI" A Steamer	28th Feb. end of March

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THE NANYO YUSEN KUMI.

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing

S.S. HIOJUN MARU, For Moji & Kobe ... 12th February.

S.S. HOKUTO MARU, For S'pore, Batavia, O'bo, Samarang & Sourabaya 23rd Feb.

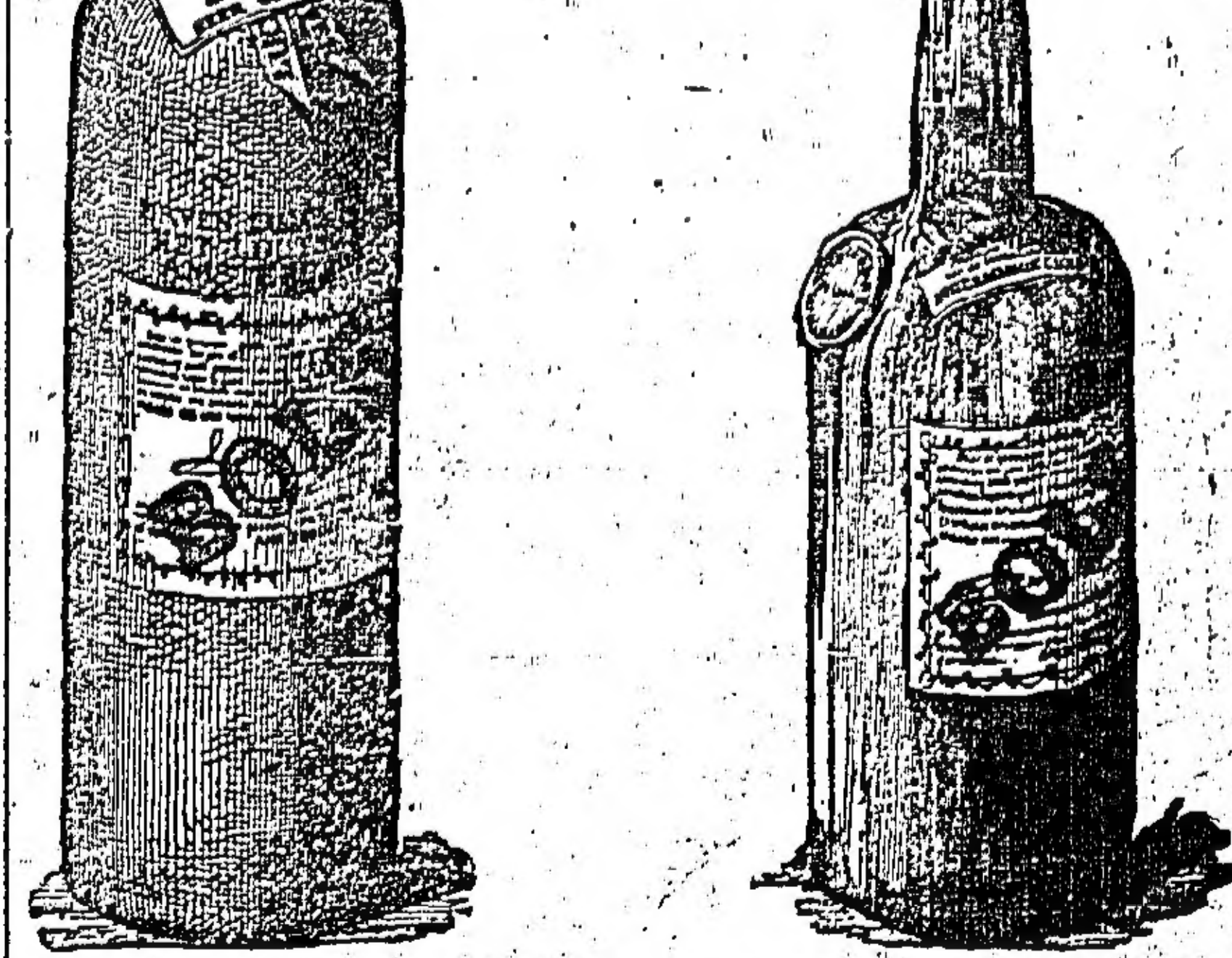
S.S. BANRI MARU, For Moji & Kobe ... 13th March.

S.S. HIOJUN MARU, For S'pore, Batavia, O'bo, Samarang & Sourabaya 23rd Mar.

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STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MANILA, KOBÉ & YOKOHAMA	NILE Capt. H. POWELL	About 7th Feb.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. COLDWELL	About 13th Feb.	Freight and Passage.
LONDON, via Suez, Port of Call	DEVANHA Capt. W. R. HICKET	Noon 31st Jan.	See Special Advertisement
LONDON & ANTWERP	NANKIN Capt. OWEN JONES, R.N.R.	About 4th Feb.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent

P. O. & N. Co.'s Office.

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STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.
EXPRESS OF INDIA... Thu., Feb. 5	WED., March 4
EXPRESS OF ASIA... Fri., Feb. 19	SAT., March 14
EXPRESS OF JAPAN... Sat., Mar. 7	WED., April 1
EXPRESS OF RUSSIA... Sun., Mar. 15	SAT., April 11

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPRESS OF RUSSIA' and 'EMPRESS OF ASIA' are new quadrup-
le screw turbine steamers of 18,500 tons gross—30,525 tons displacement—
and are the fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic
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Train and at St. John N.B. with Atlantic Mail Steamers, showing the 'Empress'
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'EMPRESS OF ASIA'	do do \$68.
'EMPRESS OF INDIA'	do do \$65.
'EMPRESS OF JAPAN'	do do \$62.

'MONTAGUE'—intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port... \$43.
Boston or New York... \$45.
Meals and sleeping car across Canada not in-
cluded in any of above rates. If required such
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Passengers purchasing Trans-Pacific Round Trip passage tickets have the
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Full particulars on application to Agents.

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IPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON via ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. COPE Tons 10,000	WEDNESDAY, 11th Feb., at 10 a.m.
VICTORIA, B.C. & EAST TLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKOHAMA	IYO MARU Capt. Hirase Tons 12,800	WEDNESDAY, 25th Feb., at 10 a.m.
KOBÉ & YOKOHAMA	TAMBA MARU Capt. J. Teranaka Tons 11,500	TUESDAY, 10th Feb., at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	AKI MARU Capt. Noma Tons 12,500	TUESDAY, 24th Feb., at Noon.
KOBÉ & YOKOHAMA	KATORI MARU Capt. Murak Tons 20,000	THURSDAY, 12th Feb., at 11 a.m.
YOKOHAMA, KOBÉ and YOKOHAMA	KUMANO MARU Capt. M. Winkler Tons 12,500	WEDNESDAY, 11th Feb., at 11 a.m.
KOBÉ	BOMBAY MARU Capt. Tama Tons 5,000	FRIDAY 30th January.
SHANGHAI, KOBÉ and YOKOHAMA	HAETA MARU Capt. Nomura Tons 12,500	FRIDAY, 13th February.
YOKOHAMA, KOBÉ and YOKOHAMA	NIKE MARU Capt. R. Jakoda Tons 9,500	WEDNESDAY, 11th Feb., at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	KUMANO MARU Capt. M. Winkler Tons 9,300	WEDNESDAY, 11th Feb., at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	TOTTORI MARU Capt. A. E. Mosen Tons 12,000	THURSDAY, 6th February.
YOKOHAMA, KOBÉ and YOKOHAMA	KIRIN MARU Capt. Nakamura Tons 5,000	SATURDAY, 7th February.

With option of Mail between Steamers calling Ports in Japan.

For further information apply to

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SHANGHAI & TSINGTAU	YINGCHOW	Jan. 31, Midnight.
HOIHOW & HAIPHONG	KAIPOSH	Feb. 1, at 10 a.m.
SHANGHAI	SHANGHAI	Feb. 3, at Noon.
MANILA, CEBU & ILOILO	KANHOW	Feb. 3, at 4 p.m.
SHANGHAI	SHANGHAI	Feb. 5, at 4 p.m.
SHANGHAI & TSINGTAU	KANHOW	Feb. 7, Midnight.
MANILA, CEBU & ILOILO	SUNGKIAN	Feb. 10, at 4 p.m.
SHANGHAI	SHANGHAI	Feb. 10, at 4 p.m.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday
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These Steamers land passengers in Sha ghai, avoiding the inconvenience of trans-
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REDUCED FARES Single \$45. Return \$75.

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FOR	STEAMERS	TO SAIL
MANILA	LOONGSANG	SATURDAY, Jan. 31, at 2 p.m.
SHANGHAI	LOONGSANG	SUNDAY, Feb. 1, Daylight
SHANGHAI	LOONGSANG	TUESDAY, Feb. 3, Daylight
SHANGHAI, KOBÉ & MOJI	LOONGSANG	WEDNESDAY, Feb. 4, at Noon
MANILA	YUENSANG	THURSDAY, Feb. 5, Daylight
SINGAPORE, PENANG & CANTON	YUENSANG	SATURDAY, Feb. 7, at 2 p.m.
CALCUTTA	YUENSANG	SATURDAY, Feb. 9, at 2 p.m.
MOJI & KOBÉ	YUENSANG	TUESDAY, Feb. 10, Daylight
SINGAPORE, PENANG & CANTON	LOPAT	SATURDAY, Feb. 14, at 2 p.m.

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A special reduced fare of \$50 for Return Passengers will be issued for our sailings to
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The steamers Kiangsu, Namang & Loong leave about every 3 weeks for Shang-
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LONDON & ANTWERP... DEN OF AIRLIE... About 8th March

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE

TACOMA & PORTLAND... CARDIGANSHIRE... About 14th February.

VICTORIA, VANCOU

